

The Daily Gazette,
PUBLISHED EVERY EVENING EXCEPT SUNDAY,
BY
HOLT, BROWN & WILCOX,
IN LAPPIN'S BLOCK, MAIN STREET.

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SIX DOLLARS A YEAR, PAYABLE IN ADVANCE.
CHAS. HOLT. HIRSH BROWN. DANIEL WILCOX.

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do 5 " " 3.75
do 6 " " 4.50
do 7 " " 5.25
do 8 " " 6.00
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do 10 " " 7.50
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Accountant and Notary Public, Office, Janesville, Wisconsin. sep24law1

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Counselor at Law, Office in Lappin's Block, Janesville, Wis. sep24law1

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Homeopathic and Surgeon, Office at Beal's Hotel, Janesville, Wis. sep24law1

EDWARD RUGER,
Civil Engineer and Surveyor, Office in Empire Block, No. 3, Third Street, Janesville, Wis. sep24law1

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M. B. JOHNSON,
Dentist, Office over Rock County Bank, corner of Main and Milwaukee Streets, Janesville, Wis. sep24law1

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Attorneys and Counselors at Law, Office in Empire Block, Main Street, Janesville, Wis. sep24law1

DR. B. F. PRINGLETON,
Dentist, Is prepared to operate in every branch of dentistry. Location, Room 2, over north of New York and Main Street, Janesville, Wis. sep24law1

WILLIAMS & ACHILLES,
Attorneys and Counselors at Law, Office in Empire Block, Janesville, Wis. sep24law1

H. A. PATTERSON,
Attorney at Law and Justice of the Peace, Office in Empire Block, Janesville, Wis. sep24law1

W. ROBINSON,
Architect, Designs plans for public buildings, together with detail drawings, and estimates, and executes all kinds of architectural work. Office in Empire Block, Janesville, Wis. sep24law1

T. B. WOLLSCHROFF,
Baker and Confectioner, East Milwaukee, All kinds of Cakes, Pies, Crackers, Breads, Cakes, etc., and all other kinds of confectionery, delivered on the shortest notice. sep24law1

E. B. & J. F. DRAKE,
Have for sale a large stock of Fruit and Vegetables, including Apples, Peaches, etc., at the Janesville Fruit and Vegetable Market, at the corner of Main and Milwaukee Streets, Janesville, Wis. sep24law1

DR. G. W. CHITTENDEN,
Homeopathic and Surgeon, Office at Milwaukee and Main Street, Janesville, Wis. sep24law1

NEW YORK CASE & CO.,
M. C. Smith & Co., Wholesale and Retailers in Dry Goods, Groceries, Hardware, Saddlery, etc., at Janesville, Wis. sep24law1

LYMAN J. BART,
Sole Importers to Janesville, of the following: Philadelphia Drug Store, and all Domestic and Foreign Goods, Groceries, Hardware, etc., at Janesville, Wis. sep24law1

VALENTINE FREIG EXPRESS COMPANY,
Via New and Old R. R. N. Y. Office, Broadway.

INSURANCE.
HOME INSURANCE COMPANY,
New York City.
Cash Capital, One Million Dollars.
With a Surplus of \$400,000.
This Company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Dodge's Gel Agency.
First Estate Patent Business.
P. M. D. is a Notary Public, and Commissioner. Parties having claims and most of the other to the proper mode of making out and procuring.
MUTUAL FIRE INSURANCE CO. OF WISCONSIN.
Office, 100 Main Street, Janesville, Wis. sep24law1

HARTFORD FIRE INSURANCE COMPANY,
71, 1860.
Assets:
Cash on hand, \$38,338.11
Cash in bank, \$2,000.00
Real Estate, \$2,000.00
Loans on hand, \$2,000.00
Loans on mortgage, \$2,000.00
Loans on stock, \$2,000.00
Loans on bonds, \$2,000.00
Loans on other securities, \$2,000.00
Total Assets, \$100,000.00
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Guard Against Fall and Winter Fires.
BY CHOICE INSURANCE WITH THE
ATLANTIC INSURANCE CO.
Hartford, Conn.
Incorporated 1819—Charter Perpetual
Cash Capital, - \$1,000,000.
Absolute and Unimpaired.
Net Surplus of \$942,181.72,
and the privilege of 40 years' success and experience.
Upwards of \$12,000,000
Of losses have been paid by the Atlantic Insurance Company in the past forty years.
The value of reliable insurance will be apparent from the following:
LOSSES PAID BY THE ATLANTIC
during the past five years:
In 1856, \$121,220.81 (Michigan), \$58,048.81
" 1857, 100,000.00 (Indiana), 148,820.81
" 1858, 254,500.00 (Tennessee), 97,610.21
" 1859, 354,500.00 (Tennessee), 97,610.21
" 1860, 100,000.00 (Tennessee), 97,610.21
Total, \$1,000,000.00
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

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PHILADELPHIA FIRE, MARINE AND INLAND INSURANCE CO.
Capital and Surplus, \$250,000.00.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

QUAKER CITY INSURANCE COMPANY.
Capital and Surplus, \$250,000.00.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

PHILADELPHIA FIRE, MARINE AND INLAND INSURANCE CO.
Capital and Surplus, \$250,000.00.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

INSURANCE.
Fire, Life and Marine.
Metropolitan Fire Insurance Company,
New York City.
Capital and Surplus, \$850,000.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Niagara Fire Insurance Company,
New York City.
Capital and Surplus, \$814,000.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Phenix Fire Insurance Company,
Brooklyn, N. Y.
Capital and Surplus, \$200,497.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Montauk Fire Insurance Company,
Brooklyn, N. Y.
Capital and Surplus, \$195,000.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Springfield Fire & Marine Ins. Co.,
Springfield, Mass.
Capital and Surplus, \$450,000.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

New York Life Insurance Company,
New York City.
Cash Capital Over \$1,000,000.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

AMERICAN WATCHES, FINE SILVER-WARE, PEROSCOPIC GLASSES, SILVER PLATED-WARE AND CLOCKS.
S. C. Spaulding's Jewelry Store.
Particular attention paid to watch repairing. Also, Clocks and Jewels repaired. S. C. SPaulding, Janesville, Wis. sep24law1

BOURBON WHISKY BOTTLES.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

AT COST FOR CASH!
I WILL SELL MY STOCK OF Boots and Shoes!
AT MY STORE
1 Door South of McKee & Bros.
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

NEW Carriage Manufactory!
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Carriages and Sleighs!
OF EVERY DESCRIPTION!
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

THE BEST EASTERN WORKMEN!
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

Piano, Who Wants?
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

DAILY GAZETTE.
For the Daily Gazette.
"Who Voted Against the Homestead Bill."
This company insures the property of the insured, upon terms as favorable and of the most reliable and secure as any other company. Losses are promptly paid. Cor. Milwaukee and Main Streets, Janesville, Wis. sep24law1

In the Daily Democrat of Sept. 7th, it is stated that Hannibal Hamlin voted against the homestead bill, and if the name be taken for the substance, the statement is true; but the Democrat fails to give the reason why he voted against it. Had there been anything in that bill, one single clause in which the poor man had the least shadow of a prospect of being benefited, Senator Hamlin would have been the last man to vote against it, as his whole senatorial career most clearly proves. At the last session his name is found invariably recorded with the friends of the measure, and no one had a doubt that he was one of its warmest advocates. But the democratic members of the senate saw plainly that a large majority of the people demanded a homestead law, and in order to comply with that demand they framed a bill which was a perfect imposition upon them; holding out the promise of a farm to the poor man, at the same time placing so many restrictions upon him, that a compliance with them subjected him to more trouble and expense than the payment of two hundred dollars at first; utterly rejecting the house bill, which was liberal in all its provisions, substituting their buncumb, hambug bill for it. And why were they so strenuous that the house bill should not become a law? It was because they knew our vast domain would be occupied by intelligent, industrious citizens, to the exclusion of slavery. Nearly every democrat, both in the senate and the house, voted against the house bill, while every republican, including Hamlin, voted for it.

It seemed wonderful that Senator Douglas should be so greatly afflicted every time a vote was to be taken on that bill, that it was impossible for him to be present. Some might suppose he wished to evade an expression of his opinion, for fear of offending either northern or southern sentiment; but being so extremely disinterested in all his public acts, it was uncharitable to entertain such an opinion. One thing is certain, however, Senator Douglas is either not a democrat or else he is opposed to a homestead law, as every democrat, including Johnson of Tennessee, voted against the John true homestead bill that was introduced into congress at the last session. If such is not the case, why did Wigfall of Texas, Davis of Mississippi, and others of like opinions vote for the senate substitute, when they had voted and spoken against such a law until this substitute was presented? To pretend that the democratic party is in favor of giving to the poor man 160 acres of land, and expect it to be believed, is to assume that the people never read and are ignorant as dolls.

Nobody but a democrat would have the effrontery to make such a pretension. They seem to be trying their hand at an imitation of "Sinbad the Sailor." J. B. K.

OFFICERS OF THE GRAND LODGE OF G. T. T.
This body of Good Templars elected the following officers for the ensuing year, yesterday:
Hon. S. D. Hastings, Madison, G. W. C. T. S. C. Dean, Sun Prairie, G. W. C. T. Mrs. Adelia Stewart, Eagle, G. W. C. T. J. B. Judson, Milwaukee, G. W. C. T. Mrs. Emily L. Thomson, Hartford, G. W. C. T. Miss L. E. Hathaway, Waupun, G. W. C. T. J. E. Seebold, Menomonee Falls, G. W. C. T. J. W. Walworth, Richland Centre, G. W. C. T.

The officers will probably be installed this evening. There are from 250 to 300 delegates present at the meetings, and considerable important business is being transacted. They will probably break up tomorrow.

EARNINGS OF THE MILWAUKEE & MISSISSIPPI R. R. IN AUGUST.
The following is the earnings of the M. & M. Railway in August:
Freights, \$28,251.26
Passengers, 19,299.62
Mails & Rents, 1,835.42
Total, \$49,386.30
Increase, \$11,655.31. The increase is all in the last week of the month.

WATER POWER IN JANESVILLE.
We have carefully inquired into the amount of fall at the two dams, and machinery propelled by the water power at the city of Janesville, and the following are the main facts: At the upper dam six feet fall. At the lower eight foot. There are nine grist and flouring mills connected with the water power at these two dams; containing twenty-five run of stones; besides there are one woolen factory, one machine shop, two saw mills, and a saw factory. All these are propelled by the water power at Janesville.

We now ask Mr. Powell, of the Broadhead Reporter, for his figures, founded on any estimates or any facts, going to sustain his assertion that the prospective water at Broadhead is better than that at Janesville. Albany Times.

RATTLESNAKES.—These venomous reptiles have been unusually numerous the past summer on the mountains in Allegany county, Md. The Frostburg Gazette says: "Mr. Jacob Loar, residing on the western slope of Dan's mountain, and four miles from Frostburg, with the aid of the members of his family, made an attack upon an army of rattlesnakes, consisting of not less than seventy-three—some of them being over five feet in length—on Sunday last, with stones, and they were so completely victorious that not one of them escaped to tell the story of their fate to the perhaps few that remained in the den."

1860 CHICAGO AND NORTH-WESTERN RAILWAY.
Trains leave Janesville:
Freight Train, for Oakbrook, 6:30 A. M.
Passenger Train, for Oakbrook, 7:45 P. M.
Passenger Train, for Chicago, 7:45 P. M.
Passenger Train, for Chicago, 7:45 P. M.
Trains arrive Janesville:
Freight Train, from Oakbrook, 6:30 A. M.
Passenger Train, from Oakbrook, 7:45 P. M.
Passenger Train, from Chicago, 7:45 P. M.
Passenger Train, from Chicago, 7:45 P. M.

MILWAUKEE AND MISSISSIPPI RAILROAD.
CHANGE OF TIME.
Taking effect September 24, 1860 at 6 o'clock P. M.
Trains leave Janesville for:
Madison and Prairie du Chien, Pass., 7:45 A. M.
Milwaukee and Waukegan, 7:45 A. M.
Milwaukee and Waukegan, 7:45 A. M.
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Milwaukee and Waukegan, 7:45 A. M.

GALENA AND CHICAGO RAILROAD.
Trains leave Janesville:
Day Express, for Chicago, 7:45 A. M.
Night Express, for Chicago, 7:45 P. M.
Trains arrive Janesville:
Day Express, from Chicago, 7:45 A. M.
Night Express, from Chicago, 7:45 P. M.

MINNESOTA CENTRAL RAILROAD.
On and after Sunday, April 15, 1860, trains will leave the Great Central Depot, foot Lake street, at 6:30 A. M. (Sundays excepted). Arriving at Port Arthur at 3:45 P. M. and at St. Louis at 10:30 P. M. (Sundays excepted). Leaving Port Arthur at 6:30 A. M. and St. Louis at 10:30 P. M. (Sundays excepted). Arriving at Chicago at 7:45 P. M. (Sundays excepted). Leaving Chicago at 7:45 P. M. (Sundays excepted). Arriving at Port Arthur at 3:45 P. M. and at St. Louis at 10:30 P. M. (Sundays excepted). Leaving Port Arthur at 6:30 A. M. and St. Louis at 10:30 P. M. (Sundays excepted). Arriving at Chicago at 7:45 P. M. (Sundays excepted). Leaving Chicago at 7:45 P. M. (Sundays excepted). Arriving at Port Arthur at 3:45 P. M. and at St. Louis at 10:30 P. M. (Sundays excepted). Leaving Port Arthur at 6:30 A. M. and St. Louis at 10:30 P. M. (Sundays excepted). Arriving at Chicago at 7:45 P. M. (Sundays excepted). Leaving Chicago at 7:45 P. M. (Sundays excepted). Arriving at Port Arthur at 3:45 P. 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Republican Nominations.

For President,
ABRAHAM LINCOLN,
OF ILLINOIS.

For Vice President,
HANNIBAL HAMLIN,
OF MAINE.

Republican Presidential Electors.
AT LARGE:
WALTER D. HENDON, of Marathon,
SHADDOCK RICHARD, of Winnebago.

FIRST CONGRESSIONAL DISTRICT:
W. W. Vaughn, of Racine.

SECOND CONGRESSIONAL DISTRICT:
J. Allen Barber, of Grant.

THIRD CONGRESSIONAL DISTRICT:
H. Lindemann, of Jefferson.

FOR CONGRESS—FIRST DISTRICT,
JOHN F. POTTER,
OF Walworth County.

FOR CONGRESS—SECOND DISTRICT,
LUTHER HANCHETT,
OF Portage County.

FOR CONGRESS—THIRD DISTRICT,
A. SCOTT SLOAN,
OF Dodge County.

Douglas vs. Douglas and the Missouri Compromise.

From Douglas's Speech in Springfield, Ill., 1850.

The Missouri Compromise had its origin in the hearts of all patriotic men who desired to preserve and perpetuate the blessings of our Union—on which all are able to that of the constitution of the United States, conceived in the same spirit of internal affection, and calculated to preserve forever the only danger which threatened at some distant day, to sever the social bond of Union.

All the changes of public opinion at that day seem to have been the result of a single cause—the Missouri Compromise. It was the only change in the history of the American people as a nation, which has not been a result of a single cause.

From Douglas's Speech at Providence, Aug. 3, 1860.

My friends over there—friend or enemy, as the case may be—want to know something about the Missouri Compromise. (Cheers.) I have not the slightest objection to telling him all he desires to know upon that question. I brought in the bill to repeal the Missouri Compromise.

How Non-Intervention Works.

"I tell you that it is the right of the south to demand and the duty of every citizen to protect persons and property of every kind (including slaves) in the territories during their territorial state."—Brechee to Johnson.

From Douglas's Speech in the Senate, May 16, 1850.

It is part of the history of the country that under the doctrine of non-intervention, this doctrine that you delight to call greater sovereignty, the people of New Mexico have introduced and protected slavery in the whole of that territory, and have extended from the Colorado River to the Gulf of California, and from the line of the republic of Mexico, not only up to the Colorado River, but up to the Gulf of California, and a half more state territory than you ever claimed.

The Calamity on the Lake.

We surrender a large part of our paper to day to the details of the fearful disaster on the lake. Seldom has it fallen to our lot to record so terrible a calamity, and never has a more intense feeling been excited in our community. Almost every individual has a friend or personal acquaintance among the lost, and many of our citizens could have suffered no where else than at home so severe a loss as by this awful visitation.

What a crushing weight must rest upon the hearts of families so fearfully stricken, and how dark a cloud must envelope homes so lately blessed and joyous.

The Milwaukee Sentinel of Sunday morning contains a list of 301 persons, exclusive of the crew, known to be on board the lost boat. This list, the Chicago Tribune says, is not complete. Persons at Winnetka yesterday, who appeared to be well informed, mentioned as many as twenty names which the Sentinel had not got—names of persons who are known to have left with the excursion party. To the Sentinel's count the Tribune adds twenty for names of excursionists missed, and makes the following estimate:

300
Persons who went to Chicago—names not reported in either list.
Crew.
Total.
We shall be glad if the total falls below 100.

Gov. Seward at Madison.

W. H. Watson, secretary of the committee of arrangements, for the meeting at Madison on the 12th, to be addressed by Gov. Seward, informs the Madison Journal (that he has received a letter from Mr. Dunlap, superintendent of the Chicago and Northwestern road, stating that a special train will be run over that road from the south, in connection with the Racine and Mississippi road. This completes the railroad arrangements, and brings the trains from the whole eastern, northern, and southern portions of the state, to the Milton junction in time to take the train which reaches Madison at half past 12 o'clock."

SCHOONER AUGUSTA LIBELLED.—Gurdin S. Hubbard, Esq., of Chicago, owner of the ill-fated steamer Lady Elgin, has libelled the schooner Augusta for \$42,000. The libel was filed this morning by Robert Rae, Esq., proctor for G. S. Hubbard, and the vessel taken into custody by the U. S. marshal. This will be likely to bring out a full investigation of the affair.

The coroner of Chicago held inquests upon 24 bodies carried to that city. The Tribune estimates that nearly or quite 100 escaped.

MAINE.—The election in Maine takes place to day, for governor and members of congress. The Douglas papers have been claiming the state, and we shall hear to-morrow how near they have come to the truth.

RESIGNED.—Gov. Campbell of La Crosse, has resigned his position as one of the Douglas state central committee. Gov. Campbell was the temporary president of Breckinridge democratic state convention which met at Milwaukee.

IN A FIX.—The supreme court of New York has decided that all marriages that have been performed by a notary public are illegal. Thousands are thus divorced without expense of a suit. A fine time for the discordance of that discordant city.

Blackberries sell for three cents per quart at Waupun in this state.

LATEST PARTICULARS.
LOSS OF THE LADY ELGIN.

The Wisconsin, of Saturday afternoon, contains the particulars of the loss of the Lady Elgin, so far as it was able to collect them, up to the time at which the paper went to press, which we condense.

A severe storm was prevailing at the time of the collision, and in Milwaukee trees were blown down in various parts of the city. The first news of the calamity was sent at 9 o'clock, Saturday morning, by the telegraph reporter at Chicago. The scene of disaster was about twelve miles out from Chicago, off Point Winetka, and the nearest telegraph station to the place of accident is at Evanston, sixteen miles from Chicago, on the Chicago & Milwaukee railroad.

The clerks at Douseman's warehouse, where the Elgin started from when she left Milwaukee, think that not over two hundred could have got on there, although there were a great many other passengers that came down on her from Lake Superior, and although the latter probably got off at Chicago, yet others besides the excursionists undoubtedly got on at Chicago, to return by her to that and other ports, and to Lake Superior, to which point she was destined, after leaving the excursionists at home.

Among those thought to be on board are the following well-known citizens:

Capt. Barry, Union Guards, with family
Ald Crilly, Union Guards, with family
Coun McCormick, with sister
Coun O'Brien, with family
John O'Grady, with wife and brother-in-law.

H. W. Gunnison
Son of Mr. Rooney, the auctioneer
A Corbit, compositor on Daily Wisconsin, with a lady
J. R. Collins, employee of A. B. Van Cott
Policeman Rice and wife
Constable Fahey
John Moran, Deputy U. S. Marshal
Stephen Hoff
Hugh McGarry
Constable Burns
Ed Burke
Milton Townsend
George Churchill
Wm. Churchill
Thos. H. Evison, Chief Engineer Fire Department.

Martin Evison
Edward Warner
Chas. Johnson
R. E. Concomford
Morris Parsons
Parsons and Smith, drum corps
Peter Lynch
Morris Fitzgerald and sister
Wm. Pomeroy, son of the school teacher
Geo. Furlong
Paul Foley and son
Thos. Sheehan wife and two children
Miss Rivers
Miss Waters
T. C. Hann
Mr. Phillips, of Phelps House
Mr. Phillips, saloon keeper
Jas. Cosgrove
John Cosgrove
James Smith
Henry Persons.
Thos. Neville.
Otto Laverenz and wife.
Philip Best.
Patrick Delaney and James Conley.
Daniel O'Leary and family.
H. S. Stentelob.
Wm. Kennedy, municipal clerk, accompanied them to Chicago with his bride, but probably remained there.
Jno. Kelly.
Mrs. Barron left for the steamer Elgin last evening and probably on board.
Samuel A. Downer.
Eli Plankington.
Harry and Augustus Bishop.
Patrick Welch.
Mr. Keefe, Jr.
J. J. Jervis and wife.
Miss Jervis.
Thos. Pritchard.
Mr. Gordon, saved.
Chas. Bibber, saved.
Michael Murphy.
Nicholas McGrath.
Martin Dooley.
Edward Lowther, thought to be on board.
Frank Casper.
Two Nichol brothers, of the band.
Mr. Rapp.
A. M. Pierce, of Goodman, Buel and Pierce.
Wm. Wilson, Jas. Smith.
Jas. Oakley, livery stable keeper.
D. Downer.
Mr. Monahan, daughter and son.
John Keegan and family, supposed to be on board.
Wm. O'Neill, Terrence Conley.
Edward Malone.
A message came to Mr. Everts, county treasurer, reading—"Charley was on board. Is he safe?" Signed by Mr. Chandler, of Chicago.
Miss Mary Ward.
A five-looking little daughter of Otto Laverenz was at the telegraph office a long time crying piteously. Her father, mother and brother were on board, and she was waiting to hear whether they were alive or not.
Son of Frederick Katen.
Policeman J. B. Bodee and wife.
Edward Mallon, saved.
Tom. Vriston, stayed in Chicago, it is said.
John McLenden, Thomas Keogh.
Frank Rivers, saved.
Milton Townsend, a despatch says, is saved.
Mr. Haepner. J. H. Collins.
A telegraph came that E. Westlake is safe in Chicago.
Wm. Pritchard safe in Chicago.
Capt. J. C. Starkweather did not go from here on the Elgin, but left the same night on the Revenue Cutter.
It is said that Patrick Fitzgerald swam ashore.
Policeman Devers, do Delany, do Smith, all on board.
A telegraph came that Franz Honimier and son did not return by the Elgin.
Henry Schecker on board.
It is reported that the two Rupees of Milwaukee, were also saved.
B. F. Hall, of the firm of Hall and Brothers, Aurora, Illinois, was known to have been on board.
The names of other persons on board had not been ascertained by the Wisconsin.
In addition to this list, the Chicago Journal gives the following:

W. Garth and wife, of Paris, Ky.
Miss Anna Garth, do
Miss Amanda Garth, do
Miss Jacobson, New York.
Mrs. A. Barrows, Mineral Point, Wis.
Mrs. W. Bond and two children, Mineral Point, Wis.
James Bellows, Mineral Point, Wis.
A. Buckingham.
J. C. Pollard and lady, Mil.
J. Fitzgerald and lady, Mil.

Michael Gonnigan and lady, Mil.
Herbert Ingraham, Esq., M. P., and pro-prior of London Illustrated News, and his son Herbert.
Edward White, Chicago.
Charles Smith, do
Geo. Norton, Superior City.
Fanny Burns, servant in the family of J. C. Amherst.
Mr. Locke, Sheboygan.
Charles McLaughlin and his brother's wife, Watertown, Wis.
Ellina Cullen, Watertown, Wis.
Mrs. E. J. Hopkins and child, of Eagle River, Wis.

It is very probable that many more will be saved. The life-boat came up from Chicago, on the train following the morning train for Chicago. It is hoped that fifty to 100 in all will be saved, if the life-boat arrived in good time.

Four persons were lost from the second boat which left the Elgin, including a woman and child.
Mr. Conner, one of the passengers saved, thinks there were about 350 passengers from Milwaukee on board.

Col. Lumsden and family, of the New Orleans Pinyune, were on board and are supposed to be lost. At the time of the accident the schooner was sailing at the rate of 11 miles an hour.

At 11 a. m. the operator at Evanston sent a message that a number of persons could be seen clinging to pieces of timber and articles from the vessel, and that they could not get at them without life-boats.

A despatch sent by the clerk of the vessel, who was saved, says that the last he saw of Capt. Wilson, was that he was standing on the steamer, while she was going down, and he could not tell whether he was saved or not. He knew, however, that he stood at his post like a brave man, and was one of the last to leave the wreck, if he left it at all.

The raft on which several persons were saved was composed of the hurricane deck, torn off and managed by Capt. Wilson, and contained about forty persons, some of whom were lost before reaching the surf. When the surf struck them all were lost except those mentioned in our regular edition.

On the shore where the majority landed, the beach was very steep, and many were lost from exhaustion in attempting to climb up the banks. Mr. Connor says that the lake was covered with pieces of the wreck, upon which many bodies could be seen floating when the train left this morning. He thinks it probable that one hundred persons may be saved.

Life boats from Racine and Kenosha left early in the morning, and as hundreds were seen resting on planks and pieces of wreck about 10 o'clock in the forenoon, there is every probability that many were rescued by their means. When the vessel struck the steamer all her head-gearing was carried away, but she threw over all her plank, etc., for the use of those in the water.

The schooner arrived safely in Chicago Saturday morning, about sunrise.

STATEMENT OF DENNIS GILMORE.
Dennis Gilmore a newsboy, who was among the saved, came up on the cars, and was perfectly benighted as he moved along the street, by those making inquiries of him. He says they left Chicago between 10 and 11 o'clock, and when the accident happened were about fifteen miles from shore. The Elgin had some 200 cattle on board, besides a large lot of stores and other freight. But for this the vessel would not have sunk as soon as she did. When the collision happened, they all made a rush, and the vessel sank in 20 minutes. The top of the upper cabin floated off, and breaking in two was converted into a couple of rafts.

I got on one of the rafts. There were thirty or forty on each raft. On our raft there were only nine saved. I saw Oakley the livery man, clinging to the other raft. Don't know whether he was saved. Capt. Wilson was lost. A good many started from the vessel in the boats of the steamer. When I came away they were taking the life boat to the spot. I think Capt. Barry and son were lost. Think only three or four of the Union Guards were saved. Those saved on the raft with me were Burke and wife, Crilly, Jno. McLandem, Tim O'Brien, Tom Keogh and some I did not know. Band nearly all drowned.

I got ashore between 10 and 11 A. M. Think Tom. Evison stayed in Chicago, but his two brothers came on the boat. I saw Milton Townsend and a drummer floating ashore together, but could not tell if they were saved.

The Wisconsin gives the following list of persons saved, which differs a little from the list we have already published:

Frank McCormick, Mil.
Edward Burke and wife, Mil.
Dennis Gilmore, Mil.
John J. Crilly, Mil.
Thomas Dempsey, Mil.
Wm. Simon, Chi.
Ed. Myllon, Mil.
Ada McGilne, Mil.
John O'Neil, Mil.
Frank Boyd, Mil.
— Ford, Mil.
John Roper, Mil.
E. Winslow, Chi.
T. R. Rice, steward.
Edward Westlake, porter.
Robert Grear.
T. Murphy, Chicago.
— Chas. Milwaukee.
— Cummins, Chicago.
M. Connor, Milwaukee.
J. C. Hobart, Milwaukee.
Wm. A. Davis, colored.
Wm. Mills, Chicago.
Lyman Updike, Waupun.

From the Chicago Journal of Saturday Afternoon.

THE STEAMER'S CLERK'S ACCOUNT.

The Lady Elgin left the port of Chicago at half-past 11 o'clock last night, for Lake Superior, with between three and four hundred passengers on board. Among them the Union Guard of Milwaukee, composing a part of some two hundred and fifty excursionists from that city.

About half-past 2 this morning, a vessel, the schooner Augusta, Capt. Malott, of Oswego, came in collision with the Lady Elgin, when about ten miles from shore; the vessel struck the steamer at the midships gangway on the larboard side; the two separated in the darkness.

At the moment of collision there was music and dancing in the forward cabin. In an instant after the crash, all was still, and in half an hour the steamer sank. I passed through the cabins; the ladies were pale and silent; there was not a cry nor a shriek; no sound but the rush of steam and surge of the heavy seas. Whether they were not fully aware of the danger, or whether their appalling situation made them speechless, I cannot tell.

A boat was lowered at once, with the design of going round upon the larboard side to examine the leak. There were two oars, but just at the moment, some person possessed himself of one of them, and we were left powerless to manage the boat. We succeeded once in reaching the wheel, but were drifted away, and thrown upon the beach at Winetka. Only two boats left the steamer—one of them contained thirteen persons, all of whom were saved; the other boat, eight, four reached the shore alive, the others being drowned at the beach. The list which I furnish the Journal of the names of those who were saved by the boats, is a correct one.

Before I left the steamer, the engine had ceased to work, the fire having been extinguished, and within thirty minutes the Lady Elgin had disappeared. The force and direction of the wind was such that the boats and fragments of the wreck were driven up the lake, and left the beach along the vicinity of Winetka. As I stood upon the beach hopelessly looking back along the route we had drifted, I could see in the grey of the morning, objects floating upon the water, and sometimes, I thought, human beings struggling with the waves.

(Signed) H. G. CARYL,
Clerk of Lady Elgin.

STATEMENT OF MICHAEL E. SMITH, OF ONTARIO.

"I was asleep in the mate's room, at the time of the accident. The watchman came in and told the first mate that a vessel had run into the steamer's port-side, just forward of the wheel-house, and stove a hole in her. The mate and myself went directly on deck—found Capt. Wilson there. The steamer had on board some 150 to 180 head of cattle. The captain ordered the cattle to be thrown overboard. They were thrown over by the crew.

"The first and second mate went in the life boat, to stop the leak. They found the hole so low that they could not get at it. The steamer was listed over, but they could not get at the leak.

"The Captain ordered all the passengers to get life-preservers; I think most of them did. He then ordered the crew to take axes and break open the stateroom doors, so that none should be left in them; I think nearly every passenger got out, although I pulled one out as we were passing the state room door. A short time after this the engine fell through the bottom of the vessel. I should think fifteen minutes after the schooner struck her; the hull went down immediately, leaving the hurricane deck floating; a great portion of the passengers were on the hurricane deck when the hull went down; the most of them jumped off very soon, thinking that would sink; the hurricane deck soon separated into five pieces; there were twenty-five on the part on which I was; the captain was on this; there were some military from Milwaukee, and six or seven ladies; the other four pieces went off with a number of persons on them.

"We held up cabin doors for sails, and came down smoothly as far as Winetka. When within a few rods of the shore, the raft capsize; some of us got back on her, among them the captain and myself; the captain got one of the ladies back on; a big sea came, and washed us off. The captain was the last man on her; I heard him cheering the passengers; another sea came, washed him off and he was drowned.

"Of the twenty-five who were on her on the night she was saved.

"After the life-boat was launched, a yawl which was at the time in the harbor, was launched from the hurricane deck. I knew only two men on the raft, the captain and Mr. Wald, the clerk of the National Mine at Ontonagon.

"When it became light in the morning the four rafts were in sight, and a great many floating on pieces of the wreck. The captain called to each of the rafts and inquired if his southern friends were aboard. They answered from each, that they were not.

"The friends referred to were probably Col. F. A. Lumsden and family, of New Orleans, and Mr. Garth and family, of Kenton.

The life boat in which were the two males, came in below Winetka. One of the boats, from the hurricane deck, started with 12 passengers, eight of whom were saved. The boat upset twice. A lady and child who were on this boat were washed away once, and picked up. They were washed off the second time, and drowned. Our informant stated that she never spoke after leaving the steamer. Of the eight saved on this boat, seven belonged in Milwaukee and left before we could get their names.

LATER FROM THE WRECK.

Our reporters, who went up on the Milwaukee road to Winetka, returned to the city in the half-past one train. They traversed the beach for three or four miles.

The lake in every direction was filled with fragments of the wreck, to which some fifty or sixty human beings were clinging when our reporters first arrived. Only a few of these reached shore. The surf ran fearfully in shore, and in almost every instance when the rafts came within a few rods of shore, the heavy rollers would capsize them within eight or ten minutes of those on the shore.

Edward Spencer, a student of the Garrett Biblical Institute, was especially prominent in his efforts and plunged into the surf with a rope tied round his body, thus rescuing several from a watery grave.

The saving of David Evison and wife of Milwaukee, created the greatest excitement. The gallant fellow was seen some distance out, upon the top of the wheel house holding his wife by one arm and clinging with the other to his body. There were heard a fearful surf against his raft, and his burden was out of sight for several seconds. When they rose the wife was at some distance from the raft. The gallant fellow left it and swam to his wife, seized her and regained the wheel house. All on shore held their breath while they approached. At one instant they appeared high in air, and at the next were buried out of sight beneath the terrible surges.

At last the wheel house grounded some distance from the beach, when the man with his wife in his arms jumped off and commenced wading to the land. He had proceeded only a short distance, when he sank exhausted, but was caught by Spencer, mentioned above, himself half-buried in the surges, and drawn ashore.

Those who were saved speak in the highest terms of the conduct of Capt. John Wilson, commander of the ill-fated boat. On board, he was all coolness and bravery, always neglecting himself and caring for the safety of the others. He was seen early this morning only a few rods from shore, standing upon a raft surrounded by several other rafts, encouraging and cheering them and advising them how to proceed. While a heavy roller struck him and washed off the raft, in sight of the survivors and crowds on shore.

The books of the boat and the steward's desk, containing some money and watches, were saved, and are in the possession of G. S. Hubbard, Esq., owner of the boat, who, together with the Coroner, County Physician, and other city physicians and a large number of citizens, are on hand doing everything to alleviate and rescue. The inmates of the houses in the vicinity were very kind and provided all the necessities for the recovery of the exhausted ones who were rescued.

When our reporters left, there were no more persons in sight, but the Lake was covered with debris of the wreck. The tug McQueen was outside. It is not known whether she has picked up any.

The total number on board is not exactly known, but is supposed to have been between three and four hundred persons. Of these, up to one o'clock this afternoon, there have been saved, and eighty were known to have been saved.

Concise accounts represent that the schooner Augusta, which came into port this morning but slightly damaged, was sailing out of the ordinary course of vessels bound higher, while the Lady Elgin was pursuing the usual route for outward-bound craft; that all sails were set, and that a squall struck her just before the fatal collision, driving her with immense force, laden as she was, with nearly one hundred and sixty thousand feet of lumber, against the steamer's side.

LIST OF THE SAVED IN THE FIRST BOAT.
H. G. Caryl, clerk of boat.
Frederick Westlake, steward of boat.
Edward Westlake, porter.
Robert Grear, coal passer.
Thomas Murphy, deck hand.
Thomas Cummings, Chicago.
Michael Conner.
John E. Hobart.
Thomas Shae.
Tim O'Brien, member of Union Guard, Milwaukee—wife and child lost.
Wm. A. Davis.
Lyman Updike, Waupun.
Wildman Mills, Sandusky, O.

SAVED IN SECOND BOAT.
Edward Winslow, 2d waiter.
Terry McCroder, 2d porter.
Two passengers.

Eight persons were in the boat, but four persons were drowned on the beach.

In addition to those persons saved, the Journal publishes the following additional list to that given by the Wisconsin:

Mr. Ellis of Milwaukee, sister of Fanny Burns.
John O'Brien, Milwaukee.
T. Pritchard.
John Doyle.
John Evison and wife, Milwaukee.
— Waldo, clerk of the National Mine, Ontonagon.
Frederick Snyder, Newhall House, Milwaukee.
Isaac Kingsley, Milwaukee.
John Gilmore.
John McKinley.
John H. Millard.
H. W. Gunnison.
Wm. Sivry.
Fred. Dovarsky.
Bridget Keboe.
John Rosseter.
Frederick Hoepfer.
John Murray.
Jas. McManus.
Wm. Devar.
John Regan.
Wm. Ellwood.
Geo. Furlong.
Peter Ward.
Michael McGrath.
Charles May.
Eberty Debar.
James Rogers.
Fred. Tietmeyer.
E. J. Powers.
Mrs. Rivera.
Terry Crother, Chicago.
Patrick Maher, Bremen, Chicago.
Geo. Davis, first mate.
Patrick Myers.
Jacob Cook, Ford du Lac.
Lient. Geo. Hartung, Mackinac.
John Jacobson, New York.
Peter Walsh, Milwaukee.
A German woman saved at Gros Point, name unknown, about 45 years of age, and dressed in black silk.
A woman saved at Evanston, without clothing, name unknown.

The Chicago Tribune of this morning fills ten columns with the names of the lost, incidents connected with the disaster and statements of survivors. We have room and time for only a few extracts:

WHY SHE WENT DOWN.
It is now evident from the appearance of that part of the wreck that lies at Daggett's Point, near Waubesa, that the final catastrophe was brought about by the dropping of the engine, walking beam, etc., through the bottom. At the point above named, all that part of the hull shaft the midships on the larboard side, lies upon the beach—a full fourth of the hull from the plank-shear to the keelson. The most rational explanation of the disaster is that the colliding vessel carried away the larboard wheel, and most of the engine braces on that side, and that as soon as she rolled a-port, the engine, walking beam, etc., having nothing to sustain them, carried away a large part of the hull, and went out on the larboard side of the keel, producing the catastrophe which all the saved describe as very sudden. It is probable that the first violent roll after the collision did the fatal work. On no other hypothesis can we account for the separation of the hull, and explain the positive testimony of some of the officers that the walking beam went down before the upper works floated off.

THE BREAKING UP OF THE UPPER DECK.
From Mr. John Evison and other survivors we learn that almost immediately after the steamer sank, the upper deck, (on which a great majority of the passengers were collected), broke up into a thousand pieces. Large pieces of lumber rushed up through the floor while the engine force, and in this way many were either instantly killed or injured so seriously that they were incapable of doing anything to secure themselves.

INFERNAL SCOUNDRELISM.
The bad goes with the good. Lofly heroisms and meanness of the avaredest type are found in one village. While the men and women of Winetka and Evanston held their hearts opened and muscles strengthened by the great calamity, to give and to work with no thought of self and no hope of reward, a class of devils or beasts—devils are sure—were hatching schemes for rifling the trunks and plundering the dead as they came ashore. They commenced their operations on Saturday night. The agent of the boat hired men to heap together such portions of the cargo as should be heaved. To make dark too do more, it was found that a large mass of stuff had been collected at Gros Point. There were barrels of flour, perhaps fifty barrels of spirits, pieces of furniture, &c. These, three or four men were hired to guard. In the night they were attacked by a gang of wreckers from the neighborhood, and driven away, and the property was removed. The scoundrels came with wagons, carts, bags and baskets, greedily for the prey. They carried off all they could; had they had more teams they would have stolen the whole. Empty trunks, four barrels, boxes, &c., to-day marked the scene of their exploits. Early yesterday morning they were again sent and engaged for more plunder. Three trunks of Mr. Lumsden, of New Orleans—large traveling cases—came early ashore. When found by the officers on watch, they had already been broken open and rifled. The corner garments, linen, &c., were left; but the silk dresses, articles for toilet use, shawls, lace, jewelry, &c., had been carried off. Search was at once instituted, and a large part perhaps of the whole of the valuables, were recovered from the parties among whom they had been divided. In the jewel cases were said to be diamonds of considerable value. The of-

covered three Germans near Evanston—where diamonds will do them no good, but belonging to Mr. Horner, in the Superior trade, was found near Daggett's Point, its contents all gone. Other things fell into better hands.

NEW ADVERTISEMENTS.

AT & GREGORY.
Physicians and Surgeons. Office over Tallman & Collier's Drug Store. Particular attention will be given to all cases requiring surgical treatment or advice. B. B. TREAT, M. D. H. N. GREGORY.

BOOK CO. FOR ROCK COUNTY.
The drawing of a Grand and Fair will be given for the coming November. The said Court will take place at my office on the first day of October next, at one o'clock P. M. in accordance with the provisions of the act of the Legislature, approved March 10th, 1880. LEVI ALDEN, Clerk.

JUST RECEIVED!
J. C. HILIN'S

WEST MILWAUKEE STREET,
Fall and War Goods!

NEW CLOTH!
NEW CASSIMERE!
NEWESTINGS!

GENT'S FURNISHING GOODS.

Ready Made Casing

SELLING AT LOW RATE

BEST WORK

Examination of Our

TO PLEASE ALL

YOUNG AMERICA FOREVER

Original Young America CLOTHING HOUSE,

Petty Shop

Young America Clothing House

Eight Years

Oldest Clothing House in the City

The People of Rock County

Fail and Winter Clothing

Largest and Best Stock of Clothing

CLOTH COATS, CASSIMERE COATS,

BEAVER OVERCOATS!

Ready Made Clothing for Men & Boy's Wear,

Wearing Apparel

Hats and Caps

"EXTRAVAGANT PRICES,"

His Merchant Tailoring Department

MR. A. B. MO'LEAN

CHEAP CLOTHING,

Original Young America Clothing House

NOTICE.

Secession for the Hair.

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For President,
ABRAHAM LINCOLN,
OF ILLINOIS.

For Vice President,
HANNIBAL HAMLIN,
OF MAINE.

Republican Presidential Electors.

AT LARGE:
WALTER D. MENDON, of Marathon;
BRADDOCK RIXFORD, of Winnebago.

FIRST CONGRESSIONAL DISTRICT:
J. Allen Barber, of Grant.

SECOND CONGRESSIONAL DISTRICT:
H. Lindeman, of Jefferson.

FOR CONGRESS—FIRST DISTRICT,
JOHN F. POTTER,
OF Walworth County.

FOR CONGRESS—SECOND DISTRICT,
LUTHER HANCHETT,
OF Portage County.

FOR CONGRESS—THIRD DISTRICT,
A. SCOTT SLOAN,
OF Dodge County.

Douglas vs. Douglas and the Missouri Compromise.

From Douglas' Speech in Springfield, Ill., 1850.

The Missouri Compromise has its origin in the hearts of patriots who desired to preserve and perpetuate the Union.

From Douglas' Speech at Providence, Aug. 3, 1860.

My friend over there—friend or enemy, as the case may be—

From Douglas' Speech in the Senate, May 16, 1850.

It is part of the history of the country that under this doctrine of non-intervention, this doctrine that you

How Non-Intervention Works.

"I believe that it is the right of the south to demand and the duty of congress to extend, protection of persons and property of every kind (including slaves) in the territories during their territorial state."

From Douglas' Speech in the Senate, May 16, 1850.

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LATEST PARTICULARS.

LOSS OF THE LADY ELGIN.

The Wisconsin, of Saturday afternoon, contains the particulars of the loss of the Lady Elgin, so far as it was able to collect them, up to the time at which the paper went to press, which we condense.

A severe storm was prevailing at the time of the collision, and in Milwaukee trees were blown down in various parts of the city. The first news of the calamity was sent at 9 o'clock, Saturday morning, by the telegraph reporter at Chicago. The scene of disaster was about twelve miles out from Chicago, off Point Winetka, and the nearest telegraph station to the place of accident is at Evanston, sixteen miles from Chicago, on the Chicago & Milwaukee railroad.

The clerks at Douseman's warehouse, where the Elgin was stowed when she left Milwaukee, think that not over two hundred could have got on there, although there were a great many other passengers that came down on her from Lake Superior, and although the latter probably got off at Chicago, yet others besides the excursionists undoubtedly got on at Chicago, to return by her to that and other ports, and to Lake Superior, to which point she was destined, after leaving the excursionists at home.

Among those thought to be on board are the following well-known citizens:

Capt. Barry, Union Guards.

Aldrich, Union Guards, with family.

Coun McCormick, with sister.

Coun O'Brien, with family.

John O'Grady, with wife and brother-in-law.

H. W. Gunnison, the auctioneer.

A Corbitt, compositor on Daily Wisconsin.

J. B. Collins, employee of A. B. Van Cott.

Constable Fahey.

John Horan, Deputy U. S. Marshal.

Stephen Hoff.

Hugh McGarry.

Constable Burns.

Ed Burke.

Milton Townsend, Chicago.

George Churchill.

Wm. Churchill.

Thos. H. Eviston, Chief Engineer Fire Department.

Martin Eviston.

Edward Warner.

Chas. Johnson.

R. E. Commendford.

Morris Parsons.

Persons and Smith, drum corps.

Peter Lynch.

Morris Fitzgerald and sister.

Wm. Pomeroy, son of the school teacher.

Geo. Furlong.

Paul Foley and son.

Thos. Sheehan wife and two children.

Miss Rivers.

Miss Waters.

T. O. Phillips, of Phelps-House.

Mr. Phillips, saloon keeper.

Jas. Cosgrove.

John Cosgrove.

James Smith.

Henry Parsons.

H. Hamier.

Thos. Neville.

Otto Lavereng and wife.

Philip Best.

Patrick Conley and James Conley.

Daniel O'Leary and family.

H. Sentleben.

Wm. Kennedy, municipal clerk, accompanied them to Chicago with his bride, but probably remained there.

Jno. Kelly.

Mr. Barron left for the steamer Elgin last evening and probably on board.

Samuel A. Downer.

Ed. Plankington.

Harry and Augustus Bishop.

Patrick Welch.

Mr. Keefe, jr.

J. Jervis and wife.

Miss Jervis.

Mrs. Pritchard.

Mr. Gordon, saved.

Chas. Bieber, saved.

Michael Mough.

Nicholas McLoth.

Martin Dooley.

Edward Lowther, thought to be on board.

Frank Casper.

Michael Gorman and lady, Mil. Herbert Ingraham, Esq., M. P., and proprietor of London Illustrated News, and his son Herbert.

Edward White, Chicago.

Geo. Norton, Superior City.

Geo. L. Simpson, Joliet.

Fanny Burns, servant in the family of J. C. Ambler.

Mr. Locke, Sheboygan.

Charles McLaughlin and his brother's wife, Watertown, Wis.

Ellina, Cullen, Watertown, Wis.

Mrs. E. J. Hopkins and child, of Eagle River, Wis.

It is very probable that many more will be saved.

The life-boat came up from Chicago, on the train following the morning train for Chicago. It is hoped that fifty to 100 in all will be saved, if the life-boat arrived in good time.

Four persons were lost from the second boat which left the Elgin, including a woman and child.

Mr. Connor, one of the passengers saved, thinks there were about 350 passengers from Milwaukee on board.

Col. Lumsden and family, of the New Orleans Piqueurs, were on board and are supposed to be lost. At the time of the accident the schooner was sailing at the rate of 11 miles an hour.

At 11 a. m. the operator at Evanston sent a message that a number of persons could be seen clinging to pieces of timber and articles from the vessel, and that they could not get at them without life-boats.

A despatch sent by the clerk of the vessel, who was saved, says that the last he saw of Capt. Wilson, was that he was standing on the steamer, while she was going down, and he could not tell whether he was saved or not. He knew, however, that he stood at his post-like a brave man, and was one of the last to leave the wreck, if he left it at all.

The raft on which several persons were saved was composed of the hurricane deck, torn off and managed by Capt. Wilson, and contained about forty persons, some of whom were lost before reaching the surf.

When the surf struck them all were lost except those mentioned in our regular edition.

On the shore where the majority landed, the beach was very steep, and many were lost from exhaustion in attempting to climb up the banks. Mr. Connor says that the lake was covered with pieces of the wreck, upon which many bodies could be seen floating when the train left this morning.

He thinks it probable that one hundred persons may be saved.

Life boats from Racine and Kenosha left early in the morning, and as hundreds were seen resting on planks and pieces of wreck about 10 o'clock in the forenoon, there is every probability that many were rescued by their means. When the vessel struck the steamer all her head-gearing was carried away, but she threw over all her plank, etc., for the use of those in the water.

The schooner arrived safely in Chicago Saturday morning, about sunrise.

STATEMENT OF DENNIS GILMORE.

Dennis Gilmore a newsboy, who was among the saved, came up on the cars, and was perfectly besieged as he moved along the street, by those making inquiries of him. He says they left Chicago between 10 and 11 o'clock, and when the accident happened were about fifteen miles from shore. The Elgin had some 200 cattle on board, besides a large lot of stoves and other freight. But for this vessel would not have sunk as soon as she did. When the collision happened, they all made a rush, and the vessel sank in 20 minutes. The top of the upper cabin floated off, and breaking in two was converted into a couple of rafts.

I got on one of the rafts. There were thirty or forty on each raft. On our raft there were only nine saved. I saw Oakley the lively man, clinging to the other raft. Don't know whether he was saved. Capt. Wilson was lost. A good many started from the vessel in the boats of the steamer. When I came away they were taking the life boat to the spot. Think Capt. Barry and son were lost. Think only three or four of the Union Guards were saved. Those saved on the raft with me were Burke and wife, Crilly, Jno. McLandem, Tim O'Brien, Tom Keogh and some I did not know. Band nearly all drowned.

I got ashore between 10 and 11 A. M. Think Tom. Eviston stayed in Chicago, but his two brothers came on the boat. I saw Milton Townsend and a drummer floating in the water, but could not tell if they were saved.

The Wisconsin gives the following list of persons saved, which differs a little from the list we have already published:

Frank McCormick; Mil.

Edward Burke and wife, Mil.

Dennis Gilmore, Mil.

John J. Cullen, Mil.

Thos. Dempsey, Mil.

Wm. Simon, Chi.

Ed. Mullon, Mil.

Ada McGlane, Mil.

John O'Neil, Mil.

Frank Boyd, Mil.

Ford, Mil.

John Roper, Mil.

E. Winans, Mil.

T. Richards, Mil.

F. Rice, steward.

Edward Westlake, porter.

Robert Grear.

T. Murphy, Chicago.

Chase, Milwaukee.

Commings, Chicago.

McConor, Milwaukee.

J. O. Hobart, Milwaukee.

T. O'Brien, Milwaukee.

Wm. A. Davis, colored.

Wm. Mills, Chicago.

Lyman Updike, Waupun.

From the Chicago Journal of Saturday Afternoon.

THE STEAMER'S CLERK'S ACCOUNT.

The Lady Elgin left the port of Chicago at halfpast 11 o'clock last night, for Lake Superior, with between three and four hundred passengers on board. Among them the Union Guard of Milwaukee, composing a part of some two hundred and fifty excursionists from that city.

About half-past 2 this morning, a vessel, the schooner Augusta, Capt. Malott, of Osage, came in collision with the Lady Elgin, when about ten miles from shore; the vessel struck the steamer at the midships gangway on the larboard side; the two separated instantly, and the Augusta drifted by in the darkness.

At the moment of collision there was music and dancing in the forward cabin. In an instant after the crash, all was still, and in an hour the steamer sank. I passed through the ladies' wardrobe, and saw and silent; there was not a cry nor a shriek; no sound but the rush of steam and surge of the heavy seas. Whether they were not fully aware of the danger, or whether their appalling situation made them speechless, I cannot tell.

A boat was lowered at once, with the design of going round upon the larboard side to examine the leak. There were two oars, but just at the moment, some person possessed himself of one of them, and we were left powerless to manage the boat. We succeeded once in reaching the wheel, but were drifted away and thrown upon the beach at Winetka. Only two boats left the steamer—one of them contained thirteen persons, all of whom were saved; the other bore eight, but four reached the shore alive, the others being drowned at the beach. The list which I furnish the Journal of the names of those who were saved by the boats, is a correct one.

Before I left the steamer, the engine had ceased to work, the fire having been extinguished, and within thirty minutes the Lady Elgin had disappeared. The force and direction of the wind was such that the boats and fragments of the wreck were driven up the lake, and would reach the shore along in the vicinity of Winetka. As I stood upon the beach hopelessly looking back along the route we had drifted, I could see in the grey of the morning, objects floating upon the water, and sometimes, I thought, human beings struggling with the waves.

(Signed) H. G. CARYL, Clerk of Lady Elgin.

STATEMENT OF MICHAEL E. SMITH, OF ONTARIO.

"I was asleep in the mate's room, at the time of the accident. The watchman came in and told the first mate that a vessel had run into the steamer's portside, just forward of the wheel-house, and stove a hole in her. The mate and I went directly on deck.

Found Capt. Wilson there. The steamer had on board some 150 to 180 head of cattle. The captain ordered the cattle to be thrown overboard. They were thrown over by the crew.

The first and second mate went in the life boat, to stop the leak. They found the hole so low that they could not get at it. The steamer was listed over, but they could not get at the leak.

"The Captain ordered all the passengers to get life-preservers; I think most of them did. He then ordered the crew to take axes and break open the state room doors, so that none should be left in them; I think nearly every passenger got out, although I pulled one out as we floated by the state room.

A short time after this, the engine fell through the bottom of the vessel; I should think fifteen minutes after the engine struck her, the hull went down immediately, leaving the hurricane deck floating; a great portion of the passengers were on the hurricane deck when the hull went down; the most of them jumped off very soon, thinking that would sink; the hurricane deck soon separated into five pieces; there were twenty-five on the part on which I was; the captain was on this; there were some military men from Milwaukee and six or seven ladies; the other four pieces went off with a number each.

"We held up cabin doors for sails, and came down smoothly as far as Winetka. When within a few rods of the shore, the raft capsized; some of us got back on her, among them the captain and myself; the captain got one of the ladies back on her, a big sea came, and washed us off. The captain was the last man on her; I heard him cheering the passengers; another sea came, washed him off and he was drowned.

"Of the twenty-five who were on her on the night were saved.

"After the life-boat was launched, a yawl which was aft, was launched—two boats were launched from the hurricane deck. I knew only two men on the raft, the captain and Mr. Wald, the clerk of the National Mine at Ontonagon.

"When it became light in the morning the four rafts were in sight, and a great many floating on pieces of the wreck. The captain called to each of the rafts and inquired if his southern friends were aboard. They answered from each, that they were not.

"The friends referred to were probably Capt. A. Lumsden and family, of New Orleans, and Mr. Garth and family, of Kentucky.

ECAL

Circuit Court for Rock County.
John W. Allen against James C. May.

By virtue of an execution issued out of the circuit court in and for said county of Rock, in the action entitled, and to me directed and delivered, I shall public auction, to the highest bidder, on

DECEMBER 14TH DAY OF AUGUST, A. D. 1860,
 "BEFORE the FAVORER of that day, at the court
 of the county of Adams, in said county, all the
 parties and interest which said defendants had
 had on the 30TH day of April 1865, and which
 was due to the following described prop-
 erty in the city of Milwaukee, in the State of
 Wisconsin, viz: Lots one [1ST, eleven
 twelve [12TH, thirteen [13TH, fourteen [14TH, fifteen [15TH,
 sixteen [16TH, seventeen [17TH, according to the record
 thereof.—Dated, July 16TH, 1860.
 R. T. LAWTON, Sheriff Rock Co.
 The said sale is performed hereunder
 at the hour and place above mentioned.—Dated
 the 1ST of August, 1860. [R. T. LAWTON, Sheriff,
 County of Adams, State of Wisconsin.]
 And on the 10TH day of September next, then to
 meet at the hour and place above mentioned.—
 Dated 25TH, 1860. R. T. LAWTON, Sheriff,
 County of Adams, State of Wisconsin.

CITIZEN CREDIT ROCK COUNTY.

of 7 Thomas apt. Alexander, of 3 John
 Charles; Henry H. Honore, Benjamin I. Honore, J. D.
 Millard, William H. Kretzinger, David B. Fisk,
 and

[illegible][illegible]

Joseph Rice, Foster Freese, Nathaniel Brown, William Collins, John P. Matherly, Theodore W. Lewis Williams, John Fues, Frederick F Brooks, George A. Presbury, James H. Smith, Joseph J Osgood, Allen C Bates, John S. Wilton, J Whitton, and Joanna Martin and Benjamin K. Nelson as administrators of &c, of Samuel A. Marshall's estate, defendants.

The State of Wisconsin to the above named defendants:

That each of you are hereby summoned and required to answer the complaint in this action filed in the office of the clerk of the circuit court for the County at Janesville, Wisconsin, on the 30th day of September, A D 1868, and a copy is herewith served upon you, and to serve a return thereon under seal of said court, within ten days after the date of service of this summons, at their offices in the city of Janesville, in the State of Wisconsin, within ninety days after the service of this summons on the defendant, or if they cannot be found, then within one hundred and twenty days; otherwise the said complaint within the time therein specified shall be taken as confessed, and the plaintiff in this action may apply to the court for judgment thereon in the said complaint.—Dated this 5th day, May 8d, 1868.

EDWARDGE, PRASS & RUGER,

[illegible][illegible]

THE DAY OF OCTOBER, 1890.
 In forenoon, the promises described in
 the following, to wit: all that certain lot
 in the town of Magnolia; county of
 Washington and State of Washington
 and the half of the southeast and dis-
 tract of the northwest quarter, and the southeast
 quarter, all in section number
 (22), in township number (12), in range
 (10); containing in all two hundred
 and twenty acres, or so much there-
 of as may be sold under inquiry.—Dated
 this 17th day of October, 1890.
 J. L. WATSON, Sheriff Rock County.
 J. T. J. 171511m

COURT FOR ROCK COUNTY.
 Judge P. C. Oliver
 and Judge Strong and
 State of Wisconsin
 vs. Thomas M. Buckingham, Elliot
 and the other above named de-
 fendants.

OF are hereby summoned and required to answer the complaint of the circuit court, which was filed in this court, on the 22nd day of August, 1901, in heretofore served upon you, and to appear in the said city of Jacksonville, on the day of answer hereof, exclusively, to answer the same, and if you fail to comply with this order, the aforesaid action will go to the court for the relief desired.

Witness, the Hon. Ed. Morgia, judge of said court, this 22nd day of August, A. D. 1901.

WM. L. MITCHELL,
Plaintiff's Attorney.

CIRCUIT COURT FOR ROCK COUNTY.

ED HUBBET against
John C Jenkins,
James Finney, Thee Kangle, George Barnes,
John Smith, John Martin, John Winans, John
Allen, J. O. Collins,
and J. G. Collins,
vs. H. D. Hyde, The Bank.

[illegible]

State of Wisconsin to the
Homes W Lynch and John
OU are hereby summoned
of Samuel J. Belton, an-
was filed in the office
art for Rock County, at the
of January, on the last day
ereto annexed, and have
dared a copy of your answer
within many days after
of the day of such service
complaint as aforesaid, the
for the relief demanded
[3] Janesville, August 14,
STED ALDEN,
Clerk, nide

answer the complaint
times later, plaintiffs
the clerk of the circuit
of Janesville, in suit
to answer the complaint
served upon you, and, as
at, our office in said
service hereby exhib-
ed if you fail to answer
plaintiffs will apply to the
the complaint.
udge of said court, at

GEORGE H. HAWES,
Attys for Plffs.

LOCAL DEPARTMENT.

ATTENTION WIDE AWAKES!

There will be a meeting of the Wide Awakes on Monday evening, September 10th, to make arrangements to attend the meeting at Madison on the 12th.

Every member is requested to be at the Hall at 7 o'clock.

A. B. McLEAN, Captain.

DELEGATES FROM THE CITY.—The following delegates were this afternoon elected to the county convention from this city:

1st Ward—N. F. Lund, D. H. McChesney, E. Hield.

2d Ward—J. J. B. Pease, Geo. Barnes, John C. Spencer.

3d Ward—O. H. Conrad, L. E. Stone.

4th Ward—S. C. Spaulding, H. N. Comstock, Joseph James, Wm. A. Eager.

HARMONY DELEGATES.—The following are the delegates elected from Harmony last Saturday:

County Convention—Erasmus Green, S. P. Hoskins, D. L. Crosby.

Assembly Convention—George Wilbur, Alfred Hoskins, H. Griswold, A. W. Smith.

The following is the town committee for the ensuing year: Joseph Spaulding, A. Hoskins, George Wilbur.

THE CLOTHING TRADE.—There is likely to be a brisk competition among the dealers in clothing. The good times this fall will induce many to indulge in the luxury of a new suit who have been wearing out their old clothes, and the anxiety to get hold of the money that will be floating about will enable purchasers to buy at satisfactory prices. Among the strongest competitors will be the "Young America" house, offered by Mose Marsh. The Young America is one of the oldest establishments in town, and in all kinds of times, has kept up with the demands of the public. This fall the proprietor has brought on a stock that beats all his former purchases, and he "goes in on his nerve" for a large trade, which he can secure only by the sale of good goods at a low price. Let those who want anything from a costly overcoat to a cheap pair of stockings give him a call. A new advertisement will be found in our columns to-day.

NEW FRUIT STORE.—A new fruit store has been opened by M. A. Porter one door below the post office. Some samples of his articles sent to our office indicate well for the stock he keeps.

Echlin has a new stock of goods of the quality he is so well known to keep, and which has made his store a favorite place of resort for his customers. Good as the best, Echlin is bound to have his share of trade.

TEMPERANCE.—There will be a meeting of the Janesville Total Abstinence League this (Monday) evening, at the Methodist Episcopal church, for the transaction of business and the discussion of the following resolution:

Resolved, That the legislature ought to authorize the granting of licenses for sale of intoxicating liquors as a beverage.

RAILROAD TO MAGNOLIA.—Noticing opening of the railroad to Magnolia, Albany Times says: "The cars are running to Magnolia. There is a deplorable, and the whole is in operation. We congratulate our neighbors on being in direct communication with Chicago. It will have an important influence on business of this place and other points the northern part of Green county, and to our judgment inevitable. Our mills have already commenced sending flour to shipment to Chicago. We understand that one hundred barrels were sent Tuesday. This fact is worthy of attention."

The Milwaukee Sentinel says J. E. Arnold, of that city, received despatch that his son was among the lost at Elgin.

The Market.—New York, Sept. 10. Flour—receipts 2,500 bbls. Market firm with fair export demand. Soft, 9,000 bbls. 6,75 super state; 6,000 do state; 5,750 do super western; 6,000 do common to medium extra western. Flour market 12 to 15 better with good export demand. Sales 20,000 bush. 1,250 do inferior to good Chicago spring; 1,300 do Milwaukee club.

Wheat market continues active this noon at this morning's sales, sales being made freely at 1,00 to 1.01 in store, and 98 for No. 2. Freight declined another cent and charter was 14 to Buffalo, and just before the close a buyer came forward and took all that was offered at 1.01 in store. Flour not advanced, sales of 100 bbls. Massey's spring extra in store at 5.25.

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Congressional Apportionment.—The table below gives the result; the census just taken, so far as I have it is reported in the newspapers, as compared with the figures of 1855. Should the same increase hold good in the balance of the state, the population of the state would be about 850,000. The ratio of representation in congress would probably be increased to about 120,000, and this will entitle our state to seven members of the house of representatives:

Counties	1855	1860
Buffalo, all,	8,322	3,960
Crawford, all,	3,223	8,750
Dane, 12 towns,	8,901	21,191
Grant, 9 towns,	5,442	7,993
Jefferson, 1 town,	6,890	5,242
Kewaunee, all,	1,109	6,009
Milwaukee, city,	10,447	45,323
Monroe, all,	2,407	8,600
Richland, all,	5,634	9,720
Rock, 7 towns,	14,332	19,228
Sheboygan, 5 towns,	7,314	10,429
Waubesa, all,	8,514	10,429
	101,332	254,991

REMINISCENCES 1802 the father of the editor of this paper first visited Cincinnati, and to the memory of making it his home, but knowing the larger place, and everybody preferring it would be this city. Now, Cincinnati, according to the recent census, contains 159,101 inhabitants, and Xenia 5,758. After his removal to Cincinnati, he purchased the lot at the corner of Third and Walnut streets, at this time covered by the "Old Fellows" building, for a residence. He could not now be purchased, because for one hundred thousand dollars. Davenport (Iowa) Gazette.

COMMERCIAL.

Janesville Wholesale Market.

Reported for the Janesville, Wis., 1860.

BUMP & GRAY,
GRAIN AND PRODUCE DEALERS.

There was a good deal of activity in the wheat market to-day, receipts being 100 bushels. All seeming very anxious for it, and it was nearly all the money at the mill. It was for a full sale, and in order to take advantage they had to pay pretty high prices. It was changed hands before noon, fully 200 bushels at 80¢, and even 20¢ more was paid for some cases for 80¢. Afternoon buyers took favorable advice from the lake, and advanced to 80¢, and even 20¢ more was paid for some cases for 80¢. Afternoon buyers took favorable advice from the lake, and advanced to 80¢, and even 20¢ more was paid for some cases for 80¢.

Only Market.
One day ending, September 8. Wheat opened at 80¢ for No 2 spring and 80¢ for No 1 do, and soon advanced to 81¢ for No 2 and 81¢ for No 1. Before the close of the day the market was 81¢ for No 2 and 81¢ for No 1. Before the close of the day the market was 81¢ for No 2 and 81¢ for No 1.

Read at Profit by It!

The God Time has Come at Last.

Thaw Must be Enforced.

Old Clothes

ATRAVAGANT PRICE

LOP SHOPS.

Ben. Bornheim

Naked Shall be Clothed.

GOOD TO THE PEOPLE

FALL AND WINTER CLOTHING

Ben. Bornheim,

CLOTHING

STYLE, PRICE AND QUALITY

OVERCOATS!

Black Cloth Coats,

Business Costs,

PANTS AND VESTS

SHIRT COLLARS, CRAVATS, &c., &c.,

HATS & CAPS.

His Merchant Tailoring Department

The Latest Styles

CLOTHS, CASSIMERS & VESTINGS,

Experienced Workmen.

H. Russ, Cutter.

DON'T FORGET THE PLACE.

BEN. BORNHEIM,

Myers' Block,

NEW YARD AND NEW LUMBER

The Best Stock of Measured Lumber

Messrs. Editors:—I desire through the columns of the Gazette to call the attention of the citizens of Janesville and Rock county to the following well known, reliable and prompt paying

FIRE INSURANCE COMPANIES,
Representing in the Aggregate
CASH ASSETS
to the amount of
\$8,175,000 00.

Its Success Unparalleled in the Annals of



Cash Capital, - \$400,000 00

Cash Assets, - \$582,325 00

THE PHOENIX COMPANY

FIRE INSURANCE EXCLUSIVELY,

SUPERIOR ADVANTAGES

Phenix has no rival in America.

H. KELLOGG, S. L. LOMIS,

Branch Office,

THE MERCHANTS INSURANCE COMPANY,

SAFETY AND GOOD MANAGEMENT.

THE HAMPDEN FIRE INS. CO.,

Cash Capital and Surplus \$225,000.

THE CONWAY FIRE INS. CO.,

Cash Capital and Surplus \$275,000.

THE WESTERN MASSACHUSETTS

INSURANCE COMPANY,

OF PITTSFIELD, MASS.

Under the laws of Massachusetts.

THE INSURED

PARTICIPATE IN THE PROFITS

Without Liability.

THREE-FOURTHS

OF THE PROFITS OF THE BUSINESS

DIVIDED ANNUALLY

POLICY-HOLDERS.

IN WALL STREET, NEW YORK.

Cash Capital, \$500,000 00

Assets, July 1, 1860, 993,409 29

Liabilities, 17,334 44

The attention of the community is respectfully called to the following features in connection with this Company:

First.—By insuring in this company, the advantages of a Mutual Insurance Company are obtained, with the additional advantage afforded in the security given by the ample and reliable Cash Capital—insured not represented by arbitrary Mutual Fire Insurance Companies.

Second.—The dividends to policy-holders, already declared, are as follows:

1st Division to Policy-Holders, 1857, 334 44

2d " " " 1858, 50 "

3d " " " 1859, 50 "

4th " " " 1860, 45 "

Third.—The security given, which is already large, will constantly increase with each year of successful operation. This is exhibited clearly in the following statement, showing the position of the company in each year since the new system was adopted.

July 1, 1859, Net Assets of the Company, \$670,333 44

" 1860, " " " 689,719 68

" 1861, " " " 701,506 62

" 1862, " " " 702,091 51

" 1863, " " " 702,091 51

Fourth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Fifth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

SIXTH.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

SEVENTH.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

EIGHTH.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

NINTH.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

TENTH.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Eleventh.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twelfth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Thirteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Fourteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Fifteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Sixteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Seventeenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Eighteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Nineteenth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twentieth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twenty-first.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twenty-second.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twenty-third.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

Twenty-fourth.—The company has no liability whatever, while insuring the advantages of superior security and cheapness.

GREAT ANNUAL SALE

Staple and Fancy

DRY GOODS!

THE STORE OF

McKey & Bro.

Was closed on Tuesday the 14th inst. for the purpose of marking down our stock, and was opened next morning for trade at the annexed list of prices. Having purchased largely of

SPRING AND SUMMER GOODS

the present season, and notwithstanding the large amount of trade we have done for the last two months, we have still on hand a very heavy stock of general merchandise, and in order to make room for our fall purchases, it will be necessary for us to dispose of at least

\$20,000 Worth

OF GOODS WITHIN THE NEXT 30 DAYS!

We know from past experience that this amount can be disposed of if goods are sold cheap enough. We are therefore offering the buying community an annex list of prices, &c.

OUR ENTIRE STOCK OF

FANCY DRESS GOODS

AT COST!

Delaines, Delaines,

LAWNS, LAWNS, LAWNS!

200 pieces small pattern flat color Lawns at 5¢, 10¢, 15¢, 20¢, 25¢, 30¢, 35¢, 40¢, 45¢, 50¢, 55¢, 60¢, 65¢, 70¢, 75¢, 80¢, 85¢, 90¢, 95¢, 1.00, 1.05, 1.10, 1.15, 1.20, 1.25, 1.30, 1.35, 1.40, 1.45, 1.50, 1.55, 1.60, 1.65, 1.70, 1.75, 1.80, 1.85, 1.90, 1.95, 2.00, 2.05, 2.10, 2.15, 2.20, 2.25, 2.30, 2.35, 2.40, 2.45, 2.50, 2.55, 2.60, 2.65, 2.70, 2.75, 2.80, 2.85, 2.90, 2.95, 3.00, 3.05, 3.10, 3.15, 3.20, 3.25, 3.30, 3.35, 3.40, 3.45, 3.50, 3.55, 3.60, 3.65, 3.70, 3.75, 3.80, 3.85, 3.90, 3.95, 4.00, 4.05, 4.10, 4.15, 4.20, 4.25, 4.30, 4.35, 4.40, 4.45, 4.50, 4.55, 4.60, 4.65, 4.70, 4.75, 4.80, 4.85, 4.90, 4.95, 5.00, 5.05, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 5.60, 5.65, 5.70, 5.75, 5.80, 5.85, 5.90, 5.95, 6.00, 6.05, 6.10, 6.15, 6.20, 6.25, 6.30, 6.35, 6.40, 6.45, 6.50, 6.55, 6.60, 6.65, 6.70, 6.75, 6.80, 6.85, 6.90, 6.95, 7.00, 7.05, 7.10, 7.15, 7.20, 7.25, 7.30, 7.35, 7.40, 7.45, 7.50, 7.55, 7.60, 7.65, 7.70, 7.75, 7.80, 7.85, 7.90, 7.95, 8.00, 8.05, 8.10, 8.15, 8.20, 8.25, 8.30, 8.35, 8.40, 8.45, 8.50, 8.55, 8.60, 8.65, 8.70, 8.75, 8.80, 8.85, 8.90, 8.95, 9.00, 9.05, 9.10, 9.15, 9.20, 9.25, 9.30, 9.35, 9.40, 9.45, 9.50, 9.55, 9.60, 9.65, 9.70, 9.75, 9.80, 9.85, 9.90, 9.95, 10.00, 10.05, 10.10, 10.15, 10.20, 10.25, 10.30, 10.35, 10.40, 10.45, 10.50, 10.55, 10.60, 10.65, 10.70, 10.75, 10.80, 10.85, 10.90, 10.95, 11.00, 11.05, 11.10, 11.15, 11.20, 11.25, 11.30, 11.35, 11.40, 11.45, 11.50, 11.55, 11.60, 11.65, 11.70, 11.75, 11.80, 11.85, 11.90, 11.95, 12.00, 12.05, 12.10, 12.15, 12.20, 12.25, 12.30, 12.35, 12.40, 12.45, 12.50, 12.55, 12.60, 12.65, 12.70, 12.75, 12.80, 12.85, 12.90, 12.95, 13.00, 13.05, 13.10, 13.15, 13.20, 13.25, 13.30, 13.35, 13.40, 13.45, 13.50, 13.55, 13.60, 13.65, 13.70, 13.75, 13.80, 13.85, 13.90, 13.95, 14.00, 14.05, 14.10, 14.15, 14.20, 14.25, 14.30, 14.35, 14.40, 14.45, 14.50, 14.55, 14.60, 14.65, 14.70, 14.75, 14.80, 14.85, 14.90, 14.95, 15.00, 15.05, 15.10, 15.15, 15.20, 15.25, 15.30, 15.35, 15.40, 15.45, 15.50, 15.55, 15.60, 15.65, 15.70, 15.75, 15.80, 15.85, 15.90, 15.95, 16.00, 16.05, 16.10, 16.15, 16.20, 16.25, 16.30, 16.35, 16.40, 16.45, 16.50, 16.55, 16.60, 16.65, 16.70, 16.75, 16.80, 16.85, 16.90, 16.95, 17.00, 17.05, 17.10, 17.15, 17.20, 17.25, 17.30, 17.35, 17.40, 17.45, 17.50, 17.55, 17.60, 17.65, 17.70, 17.75, 17.80, 17.85, 17.90, 17.95, 18.00, 18.05, 18.10, 18.15, 18.20, 18.25, 18.30, 18.35, 18.40, 18.45, 18.50, 18.55, 18.60, 18.65, 18.70, 18.75, 18.80, 18.85, 18.90, 18.95, 19.00, 19.05, 19.10, 19.15, 19.20, 19.25, 19.30, 19.35, 19.40, 19.45, 19.50, 19.55, 19.60, 19.65, 19.70, 19.75, 19.80, 19.85, 19.90, 19.95, 20.00, 20.05, 20.10, 20.15, 20.20, 20.25, 20.30, 20.35, 20.40, 20.45, 20.50, 20.55, 20.60, 20.65, 20.70, 20.75, 20.80, 20.85, 20.90, 20.95, 21.00, 21.05, 21.10, 21.15, 21.20, 21.25, 21.30, 21.35, 21.40, 21.45, 21.50, 21.55, 21.60, 21.65, 21.70, 21.75, 21.80, 21.85, 21.90, 21.95, 22.00, 22.05, 22.10, 22.15, 22.20, 22.25, 22.30, 22.35, 22.40, 22.45, 22.50, 22.55, 22.60, 22.65, 22.70, 22.75, 22.80, 22.85, 22.90, 22.95, 23.00, 23.05, 23.10, 23.15, 23.20, 23.25, 23.30, 23.35, 23.40, 23.45, 23.50, 23.55, 23.60, 23.65, 23.70, 23.75, 23.80, 23.85, 23.90, 23.95, 24.00, 24.05, 24.10, 24.15, 24.20, 24.25, 24.

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Reported for the Janesville Gazette, by BUMP & GRAY, GRAIN AND PRODUCE DEALERS.

JANESVILLE, September 10, 1860.

There was a good deal of activity manifested in the wheat market to-day, receipts being large and buyers all seeming very anxious for it at extreme prices. Nearly all the mills were represented and they went in for a full share, and in order to take all the best samples they had to pay pretty tall prices. About 4000 bushels changed hands before noon, fully 2500 bushels of it going to mills at a range of \$1.25 to \$1.40. The balance went to warehouse at 94c to 96c. Afternoon, however, under favorable action from the lake shore, shippers took hold more freely, and shipping grades soon advanced to \$1.00 and even \$1.05 was paid in some cases for good samples. The market closed firm at 98c to 99c for shipping grades, and 96c to 98c for milling. Receipts during the day, 7,000 bushels. There was but little course wheat, and sales ranged at previous rates.

We make up prices as follows:

WHEAT—white winter 95c to 96c; good to choice milling spring 92a to 93a; common to fair shipping 88a to 90a. Oats—shelled at 30a to 32a per 60 lbs. Bar 24a to 25a per 100 lbs.

OATS—dull at 15a to 16a per bushel.

RYE—in fair request at 20a to 22a per 60 lbs.

BAILEY—good samples in demand at \$1.44 to 1.46 per 60 lbs, common quality 25a to 26a.

POTATOES—plenty at 20a to 22a per bushel.

BUTTER—very scarce at 13a to 14a.

EGGS—owing to a better supply have declined to 5a to 6a per dozen.

LINEN—green, 6 to 5 1/2; Dry, salted, 10; Dry, flint, 12 to 13.

WOOL—spring at 2,50; per 100 lbs.

POULTRY—chickens, 6a; turkeys, 7a.

WOOL—ranges at 20a to 22a per pound for common to best clips, with but very little coming forward.

Chicago Market.

Wheat opened firm at 96c for No 2 spring and 95c for No 1 do, and soon advanced to 97c for No 2 and 98c for No 1. The close of "Change" sales were made at 97 1/2c and 99 1/2c. Corn, 57a to 58a. Oats 19a to 20a. Rye 24a to 25a.

Read and Profit by It!

The Good Time has Come at Last.

The Law Must be Enforced.

Old Clothes

EXTRAVAGANT PRICE

SLOP SHOPS.

BEN. BORNHEIM

Naked Shall be Clothed.

GOOD TO THE PEOPLE

OF ROCK COUNTY AND VICINITY, that these few lines are penned, setting forth the advantages derived by purchasing your

Ben. Bornheim,

CLOTHING

STYLE, PRICE AND QUALITY

OVERCOATS!

Black Cloth Coats,

Business Coats,

PANTS AND VESTS

SHIRT COLLARS, CRAVATS, &c., &c.,

HATS & CAPS.

His Merchant Tailoring Department

The Latest Styles

CLOTHS, CASSIMERS & VESTINGS,

Experienced Workmen,

DON'T FORGET THE PLACE.

BEN. BORNHEIM,

Myers' Block,

NEW YARD AND NEW LUMBER!

1,500,000 Feet.

CHEAP AS ANY LUMBER IN THE CITY.

H. Russ, Cutter.

THE SECURITY FIRE INS. CO.,

75 per cent. of the Net Profits

Myers' Block,

NEW YARD AND NEW LUMBER!

CHEAP AS ANY LUMBER IN THE CITY.

H. Russ, Cutter.

THE SECURITY FIRE INS. CO.,

Messrs. Edmonds—I desire through the columns of the Gazette to call the attention of the citizens of Janesville and Rock county to the following well known, reliable and prompt paying—

FIRE INSURANCE COMPANIES,

Representing in the Aggregate

CASH ASSETS

to the amount of

\$3,175,000 00.

Its Success Unparalleled in the Annals of

INSURANCE!

\$20,000 Worth

OF GOODS WITHIN THE NEXT 30 DAYS!

OUR ENTIRE STOCK OF

FANCY DRESS GOODS

AT COST!

Delaines, Delaines,

LAWNS, LAWNS, LAWNS!

PRINTS, PRINTS.

Brilliant, Brilliant.

Hosiery.

GRASS CLOTH.

Ladies' Boots, Shoes and Gaiters

Sheeting, Linen, Table Linen, Napkins, &c.,

FOR ONE DOLLAR!

FOR TEN CENTS!

Full Clothing Just Received.

THE CONWAY FIRE INS. CO.,

Cash Capital and Surplus \$275,000.

THE WESTERN MASSACHUSETTS

INSURANCE COMPANY,

Cash Capital and Surplus \$225,000.

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THE HAMPODEN FIRE INS. CO.,

GREAT ANNUAL SALE

Staple and Fancy

DRY GOODS!

THE STORE OF

McKey & Bro.

Was closed on Tuesday, the 14th inst., for the purpose of marking down on stock, and was opened next morning for trade at the annexed list of prices. Having purchased largely of

SPRING AND SUMMER GOODS

the present season, and notwithstanding the large amount of trade we have done for the last two months, we have still on hand a very heavy stock of general merchandise, and in order to make room for our fall purchases, it will be necessary for us to dispose of at least

\$20,000 Worth

OF GOODS WITHIN THE NEXT 30 DAYS!

OUR ENTIRE STOCK OF

FANCY DRESS GOODS

AT COST!

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